NWPMA Condition Survey Committee Meeting Minutes
May 9, 2002

Attendees:
Bill Whitcomb – City of Vancouver
Bob Brooks – WST2 Center
Dave Whitcher – CRAB
Derald Christensen – Measurement Research Corporation
Eric Edwards – Pierce County
Paul Sachs - Nichols Consulting Engineers
Matt Fengler – City of Tacoma
Roy Scalf – Snohomish County
Didrick Voss – Pavement Engineers, Inc.
Larry Frostad – Island County
Lauren Jessup – Lewis County
Roy Harris – City of Everett

- The meeting was called to order by Bill Whitcomb at approximately 10:15 am and began with introduction of attendees

- Bill Whitcomb presented examples of urban and rural pavement distresses and asked the committee to discuss how they would analyze the distresses and what methods would be used

- The purpose of the exercise was to make each committee member familiar with the various methods being used by the members to analyze pavement distresses

- Bill Whitcomb discussed the membership of the committee: we will add the new attendees to the member listing and also add Cathy Nichols of FHWA to the mailing list so she can review the committee proceedings. Howard Hamby will be kept on the mailing list as well so that he is aware of the committee work

- Bob Brooks will put together a consolidated membership and mailing list and forward to Bill Whitcomb for his use

- Discussed the need to review the various methods now being used to analyze pavement distresses: Methods discussed included PSC (state), Centerline, Pave Smart, Paver, MTC, Matrix method, StreetWise, and PMS Pro

- Bill Whitcomb's pavement distress examples were calculated using the various methods (Paver, Matrix, Locally Modified, StreetWise, PMS Pro, and Centerline)

- The 1st example was a residential street with high severity raveling and medium severity raveling. The following results were obtained by the group:

- PSC Method – no deduct, rating of 100
- Paver – 54
- Deduct Matrix – 70 / 75
- StreetWise – 63
- PMS Pro – 75
- Centerline – 60
- Old WSDOT – 85
- Treatment with a slurry seal or thin overlay and prelevel with hot mix ($1.00 - $1.50 SY)

❖ The 2nd example is the same as #1 with a gas utility trench with edge openings of 3/8 – inch in the parking area. The following results were obtained by the group:
- PSC – 100 / 0 (with patching & longitudinal cracking)
- Paver – 46 / 52 (without cracks)
- Deduct Matrix – 58
- StreetWise – 63
- PMS Pro – 70
- Centerline – 42
- Old WSDOT – 70 / 75
- Treatment as above but with the addition of crack sealing ($1.50 - $2.00 SY)

❖ The 3rd example is the same as #2 but with laterals off the main gas line and small areas of high severity alligator cracking at each lateral
- PSC – 94 / 0 (depending if cracks are in wheelpaths)
- Paver – 47
- Deduct Matrix – ?
- StreetWise – 63
- PMS Pro – 67
- Centerline – 36
- Old WSDOT – ?
- Treatment as above in #2 but with the addition of dig outs in area of laterals ($1.60 - $2.10 SY)

❖ There was considerable discussion of how the scores are derived and how they relate to the various decision trees and actual project selection

❖ Bill Whitcomb handed out sheets to be used by each committee member to layout their thresholds for trigger points for maintenance and rehabilitation actions for each of the various pavement distresses listed

❖ The committee discussed the form and decided that some revisions needed to be made. Bob Brooks revised the form and sent to Bill Whitcomb to be forwarded to the committee members to be filled out before the next meeting.

- The committee is considering the idea that multiple indices are required to actually reflect the real world decision making process

- The calculation sheet shall be based on the following criteria:
  - ACP or BST pavement
  - Money not a limiting factor
  - Arterial and residential streets